

**City of Greensboro Planning Department
Zoning Staff Report
March 14, 2005 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: G
Location: 2607 Zola Drive (North and west of the terminus of Zola Drive, south of Collinswood Lane, west of Mizell Road, and north of Denny Road)

Applicant: Toni Branson
Owner: Roger and Thomas Broadway, Beverly Isaacs, Brenda Chavis

From: RS-9 Residential Single Family
To: Conditional District – RS-5 Residential Single Family

Conditions: 1) Single family detached dwellings not to exceed 5 units per acre.

SITE INFORMATION	
Max. Developable Units & Density	61
Net Density of Developable Land	35
Existing Land Use	Vacant & Single Family Residential
Acreage	7.024
Physical Characteristics	<i>Topography:</i> Generally flat <i>Vegetation:</i> Wooded <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Low Residential bordering Moderate Residential
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Single Family Residential	RS-9
<i>South</i>	Single Family Residential	RS-9
<i>East</i>	Single Family Residential	RS-9
<i>West</i>	Single Family Residential	RS-9

ZONING HISTORY		
Case #	Year	Request Summary
		This property has been zoned RS-9 since July 1, 1992. Prior to the implementation of the UDO, it was zoned Residential 120S.

DIFFERENCES BETWEEN RS-9 (EXISTING) AND CD-RS-5 (PROPOSED) ZONING DISTRICTS
RS-9: Primarily intended to accommodate moderate to high density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 4.0 units per acre or less.
CD-RS-5: Primarily intended to accommodate high density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 7.0 units per acre or less. See condition for density restriction.

TRANSPORTATION	
Street Classification	Zola Drive – Local Street.
Site Access	Access will be provided via the extension and connection of Zola Drive.
Traffic Counts	Not available.
Trip Generation	N/A.
Sidewalks	Requirement per Development Ordinance.
Transit	Yes.
Traffic Impact Study	Not required per Development Ordinance.
Street Connectivity	Yes the connection of Zola Drive will be required. See the Additional Information section of this staff report to review the City's Street Connectivity policy.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, North Buffalo Creek
Floodplains	None
Streams	None
Other	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	N/A
<i>South</i>	N/A
<i>East</i>	N/A
<i>West</i>	N/A

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

POLICY 4C.1: Establish standards for and promote new forms of compact development.

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6A.4: Implement measures to protect neighborhoods from potential negative impacts of development, redevelopment, and/or public projects that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

Transportation Goal: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

POLICY 8F.1: Modify development standards for new developments (e.g., roadway connectivity).

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Low Residential (3-5 d.u./acre): This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

Moderate Residential (6-12 d.u./acre): This category accommodates housing types ranging from small-lot, single-family detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: Staff has suggested that additional conditions be added to the application which will help ensure compatibility with the adjacent properties to the north. These conditions would be to observe a minimum building setback of 20 feet and to maintain a 10 foot undisturbed buffer along the northern property line. The applicant has indicated an intention to make the following amendments to the application at the public hearing:

- 2) Minimum building setback of 20 feet from the northern property line.
- 3) A 10 foot undisturbed buffer shall be maintained along the northern property line.

The applicant will be required to connect Zola Drive with the stub to the north as part of the subdivision of this property which will help improve connectivity and vehicular circulation in this area.

This property is in an area designated as Low Residential (bordering Moderate Residential) on the Generalized Future Land Use Map of Connections 2025. Aside from being consistent with the future land use classification, this proposal meets a number of other goals and policies of Connections 2025 as listed above, including promoting of new forms of compact development and promoting mixed income neighborhoods.

GDOT: See the Additional Information section of this staff report.

Water Resources: Possible on-site detention may be required to meet quantity ordinance.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

ADDITIONAL INFORMATION

Street Connection Policy:

In accordance with Section 30-6.13.3 (C) of the Greensboro Development Ordinance, street extensions that extend from existing neighborhood through a proposed development site into or through another existing neighborhood shall be evaluated and established based on the following criteria:

1. Emergency Response Times:

How much a street connection may decrease emergency response times or enhance emergency vehicle access. (Fire Department to evaluate)

- The connection is recommended in order to provide an additional access to both portions of the existing Zola Drive.
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2. Excessive Block Lengths:

Evaluate current neighborhood block lengths and determine if a street connection is needed. (Planning Department to evaluate)

- The existing block perimeter in this area of approximately 8,100 feet is in excess of the 6,000 feet desired. This proposed connection would provide a sub-block within this perimeter of approximately 3,600 feet. This connection is recommended along with a future connection of Collinswood Lane to Church Street with additional development of adjoining properties.
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3. Traffic Congestion:

Existing and/or anticipated street patterns warrant a street connection(s) in order to reduce traffic congestion. (Greensboro Department of Transportation to evaluate)

- The proposed street connection is not anticipated to increase or reduce traffic congestion in this area.
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4. Pedestrian:

Existing street and sidewalk patterns warrant a street connection(s) and or sidewalk connection(s) to enhance pedestrian and bicyclist activities. (Greensboro Department of Transportation to evaluate)

- The proposed street connection will enhance pedestrian and bicycle activity between the two existing Zola Drive neighborhoods, and the proposed development.
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5. Coordinated Street Plan:

A street connection fits into adopted street plans (thoroughfare plan, collector street plan, local street plan) (Greensboro Department of Transportation to evaluate)

- There are no adopted street plans for this proposed area. The proposed street connection is consistent with previous street patterns for this area, as evidenced by the naming of the existing Zola Drive street stubs.
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6. Extraneous Traffic:

Whether or not a proposed street connections(s) would encourage traffic volumes with origins and destinations outside the existing neighborhood or encourage truck traffic to pass through the neighborhood. (Greensboro Department of Transportation to evaluate)

- The proposed street connection is not anticipated to encourage extraneous traffic to utilize this local street network.
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7. Impacts to Natural Areas:

Whether or not a proposed street connection(s) would adversely affect streams, lakes/ponds, and whether or not there are topographical barriers or unique natural areas. (Greensboro Department of Transportation, Water Resources Department, and Parks and Recreation Department to evaluate)

- The proposed connection of Zola Drive presents no known impacts to natural areas.
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8. Impacts to Public Facilities:

Whether or not a proposed street connection(s) would adversely affect other public facilities such as parks, bike trails, nature trails, and natural areas. (Greensboro Department of Transportation and parks and Recreation Department to evaluate public facilities)

- The proposed street connection would have no impact on existing or planned public facilities in this area.
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9. Public Service Delivery:

Whether or not a proposed street connection would enhance delivery of public services. (Greensboro Department of Transportation and other appropriate departments to evaluate)

- The proposed street connection would improve the delivery of public services such as solid waste collection, and school bus routing.
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Public Involvement Procedure:

When the initial analysis by city of Greensboro staff indicates a proposed street connection is warranted (based on a review of criteria 1-9) and prior to City of Greensboro staff making a recommendation to the Technical Review Committee, an information gathering meeting will be held with adjacent property owners to seek additional information related to criteria 1-9. (Greensboro department of Transportation to coordinate public involvement)

Staff Recommendation:

Based on a review of the nine technical criteria described above, the proposed street extension and connection of the two existing stub streets for Zola Drive is warranted. An additional future street connection to Church Street (Collinswood Lane) via the adjoining property also appears clearly warranted and needed. The exact location of these street connections should be coordinated to reduce the any potential impacts to both the environment and the existing neighborhoods.

Should an appeal of a TRC plat denial be made, this form (and attached map showing all proposed street connection locations and public involvement summary) will be provided to the Planning Board and City Council for their use and consideration in the appeals process.